

Intimations.

Powell's

are now showing
special cretonne and
curtain designs for
the spring season

CURTAIN

Madras Muslins in white
or Eoru with plain,
Frilled or Fancy
Bordered Edges
from 80 cts.
per yard

AND

Plain and Figured
Harness and Book
Muslins in White
and Eoru

Brise Bise
Blinds and Screens

CRETONNE

Very special Plain Book
Muslin Curtains,
Frilled, 3 sides, in
White only 3½
yards long

\$5.75 per pr.
4 yards long
\$7.50 per
pair

SHOW

New patterns in Lace
Curtains from \$5.00
per pair 4 yards long

SEE

Latest white ground
and floral designs in
washing Cretonne
for loose covers
and curtains

WINDOWS

POWELL'S

ALEXANDRA

BUILDINGS

28, Queen's Road

Intimations.

THE DAIRY FARM CO., LD.

WE are Specializing in a Line of
BACON and HAM.
EXCEPTIONAL QUALITY.
Only 60 cents a lb.

CUT OR UNCUT

Hongkong, 27th March, 1909. [39]

THE DAIRY FARM CO., LD.

BUTTER.

"BUTTERCUP" Brand ... 75 cents per lb.
"DAIRYMAID" " " " " 75 " "
"DAISY" " " " " 80 " "

ALSO

FINE PASTRY BUTTER ... 60 "

BEST COOKING BUTTER ... 10 "

On and after 1st April, we will
make no extra charge for cash
purchases in small money.

Hongkong, 27th March, 1909. [347]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP ... \$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertaken and Executed.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 10th March, 1909. [31]

Consignees.

AMERICAN-ASIATIC S.S. CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"INDRANI."

Captain M. Macfarlane, having arrived from the
above Port, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, Kowloon, and stored at Consignees' risk
and expense.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on MONDAY, 5th April, at 3 P.M.
All Claims must be presented within fifteen
days of the steamer's arrival here, after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 5th April will be subject
to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 30th March, 1909. [308]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER"

FROM MIDDLESBRO', ANTWERP,
LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby
informed that all Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd.,
whence, and/or from the wharves delivery
may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 7th inst. will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Underwriter on or before the
14th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 7th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 1st April, 1909. [314]

NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"JAPAN."

having arrived from the above Ports, Con-
signees of Cargo are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel
will be landed at once, at Consignees' risk and
expense.

Cargo remaining on board after 4 P.M. of the
5th inst., will be landed at Consignees' risk
and expense.

Consignees of Cargo from SINGAPORE
and PENANG are requested to take IM-
MEDIATE DELIVERY of their Goods
from alongside, such Cargo impeding the dis-
charge of the vessel will be landed and stored
at Consignees' risk and expense.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the
Underwriter.

DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 1st April, 1909. [318]

Consignees.

S.S. "ERNEST SIMONS"

COMPAGNIE DES MESSAGERIES MARITIMES

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex
"Ernest Simons," from Havre ex "P. de
Lorient," and from Bordeaux ex "P. de
Lorient," in connection with above Steamer
are hereby informed that their Goods, with the
exception of Opium, Treasure and Valuables,
are being landed and stored at their risk into
the Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, at Kowloon, whence
delivery may be obtained immediately after
landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 11 A.M. TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Underwriter. Goods remaining unclaimed
after MONDAY, the 5th April, at Noon,
will be subject to rent and landing charges.

All claims must be sent in to me on or before
the 5th April, or they will not be recognized.

All damaged packages will be examined on
MONDAY, the 5th April at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPAGNE,
Agent.
Hongkong, 29th March, 1909. [9]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. "Marmora."

From Persian Gulf, ex B.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 7th April, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWITT,
Superintendent.
Hongkong, 31st March, 1909. [4]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND."

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Company, Limited, Kowloon, whence
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 9th of April will be
subject to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 9th of April, at 9:30 A.M.

All claims must reach us before the 11th of
April, 1909, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Underwriter.

NORDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 2nd April, 1909. [5]

FROM EUROPE.

THE H. A. L. Steamship

"BELGRAVIA."

Captain Hildebrandt, having arrived, Con-
signees of Cargo are hereby requested to send
in their Bills of Lading for countersignature
by the Underwriter and to take immediate
delivery of their goods from alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed at consignees' risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown Com-
pany, Limited, and stored at Consignees' risk
and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 6th prox., will be
subject to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 6th prox., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 30th March, 1909. [305]

DIRECT from the manufacturers at lowest
prices, 112 bore Double Breechloaders
from \$12 each. Illustrated Catalogue of
latest Small Shot Guns, Combination Guns,
Sporting Rifles, and post free. D. JAMES &
REYNOLDS, George Street, Manchester, Lon-
don, &c.

MANCHUS AND CHINESE.

The nation has not long to wait for evidence
of the hollowness of at least one of the batch of
Imperial decrees which were issued on Friday
last. It may be remembered that so long ago
as in the beginning of August, 1907, the special
privileges enjoyed by Manchu officials as com-
pared with their Chinese colleagues were the
subject of a decree by the late Emperor,
Dowager, and the whole question of racial
jealousies was subjected, for the first time in
Chinese history, to the investigation of the
Grand Council and Ministers of State. This
agony assembly drew up a long scheme of
reforms for Imperial approval, recommending
encouragement of inter-marriage between Man-
chus and Chinese, indiscriminate appointment
of officials from both nationalities and repeal
of the law which forbade trading by members
of the Banner garrison. That the latter clause
at least has not been acted upon is shown by
the number of small decrees and edicts which
have been devoted to the question during the
present reign. Loss of pension, it is doubtless,
no more obnoxious to Manchus than it is to
men of any nationality; and thus we find the
Throne, on December 16 last, reasoning, almost
pathetically, with the Banner garrisons, and
assuring them that its solicitude on their behalf
need not be taken to imply any immediate
suspension of the bounties on which they de-
pend. At the same time it was essential for the
nation at large that every man should be in-
dependent, and steps would, therefore, be taken
to teach the Bannermen a trade which a view
to removing all distinctions between Manchus
and Chinese by the time that China should be ripe
for the promised constitution. It is to be sup-
posed that the same ideal underlies the decree
of March 25. The mourning regulations, which
suspend a Chinese official from his functions
for three years, but a Manchu for no more than
a hundred days, have been felt to bear grievously
upon the Chinese. On the face of it the
decree in question was designed to equalize
this difference of treatment; and it is, there-
fore, peculiarly unfortunate that an exception
should have been made so speedily in favour
of Grand Secretary Na Tung, under the clause
providing for special exemption "in the case
of anyone holding an important office."

It may or may not be correct to regard the
Grand Secretary as the evil genius of the pre-
sent administration. He is, in any case, a
Manchu; and the fact is not likely to be over-
looked by his Chinese colleagues and subor-
dinate in their estimation of the worth of
Imperial decrees.

If it has to be admitted that the evidence for
the probable ineptitude of this decree is mainly
presumptive, that we have yet to see what
might be done for a Chinese official of equal
or relatively equal importance to Na Tung,
when afflicted by loss of a "parent," it none
the less remains that suspicious have been
aroused by the exemption granted to the Grand
Secretary, and that suspicion is the one thing
which the Government should be most careful
to avoid. The expulsion of Yuan Shih-kai,
actuated, as there is reason to believe, far more
by his efforts to maintain an equitable balance
between Chinese and Manchus than by
his attitude in the coup d'état of 1898, is
not yet forgotten, in spite of the stories in-
dustriously spread abroad by an obedient
and well-instructed native Press. Even the
cashiering of Chen Pi, ex-Minister of Posts
and Communications, has by no means wholly
whitewashed the Court. Of the sincerity of
the Prince Regent himself there would appear
to be little doubt, but it is less certain whether
he possesses the strength to resist the pur-
poses of the camorra with which he is
surrounded. That Prince Chun himself
is fully conscious of the almost inevitable
isolation, in which a supreme ruler is
placed, seems to be evidenced by what we read
of his instituting a private memorial box into
which any one is free to drop his petition with
the assurance that it will be read by the Regent
alone, and by the picturesque account of the
Prince's excursions, incognito, through the
streets of Peking. Scarcely a day passes but
we are told of some fresh device to centralize
authority throughout the Empire, to impose
some check upon provincial methods of finance
or to induce Viceroys and Governors to rule
wisely and to select suitable subordinates,
without fear or favourism. Side by side
with the decree dealing with the rules for
official mourning we are presented with
another which emphasizes again, in the
vague terms that are becoming only too fami-
liar, the urgent need that metropolitan and
provincial should "give their ablest assistance
in putting necessary reforms into operation." But
when we seem to see the negation of one
Imperial decree almost before the ink is dry on
the paper, it is not strange if we become sceptical
of other utterances from the same source;
and if Prince Chun is to be credited with excellent
intentions, it seems to follow, already, that some
one else must be debilitated with plentiful powers
of thwarting them.

In theory the principle of Imperial decrees puts
into the hands of the supreme ruler a power that
is enjoyed by few Governments. To a certain
extent its functions are limited under the present
regime, by the apparent need of preliminary
consultation which may be inferred from the
inclusion of four or five signatures on every
edict. At the same time, the power of launch-
ing ex officio pronouncements on each and
every subject of moment serves the double pur-
pose of maintaining the appearance of auto-
cracy and of bringing the sovereign, into direct
touch with his subjects, and enabling him to
reveal himself to them, in a manner which
for a strong ruler, should simplify the work of
government immeasurably. In an ideal state
of the Chinese system of administration, the
claim of mutual responsibility that extends
theoretically from the lowest to the highest
would be completed by the influences from the
Throne proclaimed for all to hear. The
weak point in this ability of the ruler to explain
his actions is that he is unable to explain them
beyond what he is able to inform, in a
place of popular opinion, the moral in-
fluence of the ruler is not only a

to which the Central Government is now pecu-
liarly exposed. Within the last four months
the nation has been flooded with decrees, in
which more reforms have been promised than
the best organized government in the world
could dispose of within reasonable time. On one point
alone does Peking appear to be really in-
earnest—the pursuit of revolutionaries, with
whose existence it is haunted from Achaia to
Japan, from Canton to Pootung. In every other
department of public life its energies tend
mainly to engender a sense of bewilderment.
The value of a single grain of real achievement
not contradicted by the "indecisions" of the
morrow, would be inestimable both from the
standpoint of Government and people. But
the discrepancy between promise and practice
is already too wide for much hope on the latter
score; and meanwhile the conviction gains
ground that while Manchu officialdom is tem-
porizing, the Chinese Empire languishes and
disaffection gains ground.—N. C. D. News.

To Let.

TO LET.

ROOMS suitable for Offices in No. 10, 10K
HOUSE STREET, in rear of David
Sassoon & Co's premises.

CHAMBERS with Bathroom and use of
Kitchen in No. 31, WYNDHAM STREET
known as "College Chambers."

Apply to—

DAVID SASSOON & Co., LD.

Hongkong, 1st April, 1909. [313]

TO LET.

SHOP and DWELLING HOUSE, No. 78,
Queen's Road, Central.

Apply to—

S. J. DAVID & Co.,

Princed Buildings.

Hongkong, 25th March, 1909. [292]

TO LET.

NO. 3 CLIFTON GARDENS, CONDUIT
ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 102, DES VEXES ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, DES VEXES ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st April, 1909. [15]

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG
ROAD.

Apply to—

HONGKONG & KOWLOON LAND & LOAN CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 9th March, 1909. [248]

TO LET FROM MAY.

FURNISHED HOUSE in Kowloon facing
the sea, 5 Rooms, Electric Light.
For particulars apply to—

C. B.,

C/o Hongkong Telegraph.

Hongkong, 1st April, 1909. [312]

TO LET.

GODOWN No. 54, DUNDRELL STREET.
Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st April, 1909. [52]

TO LET.

TWO AIRY ROOMS in a house on
BRILLIOS TERRACE, first row, entrance
from Robinson Road. Moderate Rental. For
particulars, apply to—

"HOUSEHOLDER,"

C/o Hongkong Telegraph.

Hongkong, 5th March, 1909. [239]

TO LET.

OFFICES and ROOMS on the 1st and 2nd
Floors of No. 14, Des Vexes Road
Central (formerly occupied by Messrs. Shewan,
Tomes & Co.). Rents low.

Apply to—

THE COMPASS ROPE DEPARTMENT,

E. D. SASSOON & Co.,

QUEEN'S ROAD CENTRAL.

Hongkong, 24th February, 1909. [168]

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.
STUDIO at NO. 14, DAQUILLAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 20th June, 1904. [1]

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.
STUDIO at NO. 14, DAQUILLAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 20th June, 1904. [1]

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.
STUDIO at NO. 14, DAQUILLAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 20th June, 1904. [1]

Intimations.

FOUNDED IN HONOUR.

No doubt you have seen in the "such papers"
announcements as this—concerning some
medicine or other. "If, on trial, you write that
this medicine has done you no good, we will
refund your money." Now, we have never had
reason to speak in that way concerning the
remedy named in this article. In a trade
extending throughout the world, nobody has
ever complained that our medicine has failed,
or asked for the return of his money. The
public never grumbles at honestly and skillfully
made bread, or at a medicine which really and
actually does what it was made to do. The
foundations of

WAMPOLE'S PREPARATION
are laid in sincerity and honour, the knowledge
of which on the part of the people explains its
popularity and success. There is nothing to
disguise or conceal. It was not dreamed out,
or discovered by accident; it was studied out,
on the "solid principles" of applied medical
science. It is palatable as honey and contains
all the nutritive and curative properties of Pure
Cod Liver Oil, extracted by us from fresh cod
livers, combined with the Compound Syrup of
Hypophosphites and the Extracts of Malt and
Wild Cherry. This remedy is praised by all
who have employed it in any of the diseases it
is recommended to relieve and cure, and is
effective from the first dose. In Anemia,
Scrofula, Nervous and General Debility, In-
fluenza, La Grippe, and Throat and Lung
Troubles, it is a specific. It is precisely what
it is said to be, and has won the

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.

**Watson's
HYGIENOL,**

BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teaspoonful to three gallons, makes a solution of the strength required for this purpose.

**HYGIENOL IS A POWERFUL
DISINFECTANT AND
GERMICIDE.**

Price per Pint 50 cents
Gallon \$2.00

A. S. WATSON & CO.,
LIMITED.

HONGKONG DISPENSARY

AND

KOWLOON DISPENSARY.

Hongkong, 17th March, 1909.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$80 per annum.
WEEKLY—\$18 per annum.
The price per quarter and per annum, proportionally, should be paid for any period less than one month will be charged as for a full month.
The daily issue is delivered free when the address is accessible to messenger. Post subscribers can have their copies delivered at their residences without any extra charge. O.C. copies sent by post, an additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the world is 80 cents per quarter.
Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, SATURDAY, APRIL 3, 1909.

**THE PRATAS ISLAND
QUESTION.**

OFFICIAL STATEMENT.

With regard to the Pratas Island affair, Mr. Kurachi, Director of Political Affairs Bureau in the Foreign Office, says that the Japanese Government has considered the island as belonging to no country, and has never recognised it as part of Japanese dominion. Under the circumstances, Japan will not hesitate to recognise it as belonging to China if the latter has proved it by fact. It must, however, be remembered that due protection shall be given by the Chinese Government to the Japanese subjects who have been working in the island in good faith since the time when the island was in a state belonging to no nation. Realising the necessity that it has to state the above facts to China and the world, the Japanese Government has already dispatched a mission to the island and will continue to do so.

GEOGRAPHY AND HISTORY.

As to the geography and history of the island, an official in the Foreign Office states that the island lies in 20° 42' N. Lat. and 116° 45' E. Long., and is 170 miles south-east of Hongkong, and 200 miles south-west of the Pescadores. The island measures one mile in length and half a mile in breadth. In 1858, the captain of a British battleship reconnoitred the island, and in 1866 two Lieut.-Commanders of Great Britain published a perfect chart of the island. The whole island is covered with shrub. Reefs surround the island to the great danger of ships plying between Manila and Hongkong.

ANTI-JAPANESE FEELING.

The Hongkong correspondent of the *Tokyo Asahi* writes that with regard to the Pratas Island question Chinese papers maintain that the island belongs to their own country and are trying to form the public opinion in this direction. The *Taipei Maru* affair, the papers say, disgraced China, created a boycott movement which has tormented Japan. This measure is to gain victory without appealing to arms. The moment the boycott movement becomes a little abated, Japan begins to be arrogant. Not content with the Kanto question, she tries to open dispute over the Pratas Island. If left to herself, she may attempt to claim Canton. Even if the audacious Japan may contrive to conquer the Middle Kingdom, the Chinese cannot be daunted. In such a way, the Chinese papers are full of inflammatory articles. And they are distributing bills with inflammatory words among the people for the purpose of creating a boycott movement. — *Japan Times*.

LOCAL AND GENERAL.

THE English mail of the 6th March was delivered in London on the 2nd inst.

HIS Excellency the Governor has been pleased to appoint Mr. Ho Kom Tong to be a member of the Sanitary Board, vice Mr. Fung Wa Chin, for a term of three years with effect from the 6th instant.

The special sugar-cured bacon and ham, imported by the Dairy Farm Co., Ltd., which we have sampled, are excellent, and we can recommend them as equal to any and superior to most offered in the local market.

THE Chinese Engineering and Mining Company's total output of the Company's three mines for the week ending 20th March amounted to 27,048.7 tons and the sales during the period to 30,513.46 tons.

AN *Onaka Mainichi* telegram dated Kioochou, 25th March, says:—The Revenue of the Maritime Customs at Kioochou since January this year is Taels 243,300, which is an increase of 17 per cent. compared with that of the last year, and the revenue at Chefoo is Taels 164,900 being a decrease of ten per cent. compared with that of the last year.

MR. A. W. Pontius, of the American Consular Service, arrived at Shanghai on 29th ult. from Washington, en route for Swatow, to which place he has been appointed as Consul. Mr. Pontius came to China several years ago, and after studying in Peking as a student interpreter he was appointed Vice-Consul-in-charge at Tientsin, and afterwards Vice-Consul-in-charge at Newchwang. He will proceed to his new post after a week's stay in Shanghai.

IT is notified in the *Gazette* that Friday, the 9th instant, being a public holiday, and Monday, the 13th instant, being a Bank holiday under the Public Holidays Ordinance, 1875, will be observed as Government holidays. It is also notified that His Excellency the Governor has been pleased to appoint Saturday, the 10th instant, to be observed as a public holiday throughout the Government departments, except the Police Magistrates' Department.

RETURNS of the average amount of banknotes in circulation and of specie in reserve in Hongkong, during the month ended 31st March, 1909, as certified by the managers of the respective Banks:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China, \$3,740,073	\$3,740,000	
Hongkong and Shanghai Banking Corporation, 13,599,436	13,000,000	
National Bank of China, Limited, 56,821	nil.	
Total, \$16,397,173	\$15,407,000	

IN DARKEST TIMOR.

SENSATIONAL EXPOSURE IN OFFICIAL REPORT.

THE *Jaya Government Gazette* lately published the official report on the island of Timor and its dependencies for August, September and October last. The story told is one of unrest, disaffection, and military operations, taking up six or seven closely printed pages. It is a detailed record of rebellion, arson, riots, disturbances, cattle-theft, robbery, slavery, kidnapping, armed bands prowling about, pillaging, seizure of muskets, firing troublesome villages, marauding, shooting down rebels, villages in revolt, troops retreating before overpowering forces of rebels, defiant messages from insurgent chiefs and hand-to-hand engagements with insurgents. Details are given of attacks on revolted villages with particulars of chiefs submitted or in flight. People who wonder at the way and wherefore of all this, and find the explanation on reading in the same report of taxes demanded, collected, or unpaid. Sometimes the tax is not paid until money is demanded from the rebels. Mention is also made of preparations for levying taxes and of taxes which are still under consideration.

"San Cheung" Disabled.

BEACHED AT CASTLE PEAK BAY.

PASSENGERS BROUGHT ON TO HONGKONG.

News was received in the Colony at an early hour this morning of a serious accident that had befallen the river passenger steamer *San Cheung* trading between this port and Canton. Without undue loss of time a salvage party was organized and promptly dispatched to the assistance of the crippled vessel as she lies on a sandy bottom in Castle Peak Bay.

As is usual in such circumstances, Dame Rumour has been particularly active and the first news which obtained currency in the Colony to-day, especially the Chinese circles, was to the effect that the familiar steamer had foundered in deep water after striking a rock with a calamitous loss of life in men, women and children being prematurely drowned. To add colour to the graphic description of the alleged catastrophe, the irresponsible gossipers were also responsible for the report that the Tung Wa Hospital directors had dispatched launches to the scene of the reported disaster in order to assist in the recovery of dead bodies.

THE REAL FACTS.

Of the case, however, were gathered by a *Telegraph* representative, who from official and other sources has been able to disprove the alleged correct reports circulated with so much semblance of veracity, early in the forenoon to-day. When the chairman of the Tung Wa Hospital, Mr. Siu Tak Fan, was seen, he stated that the first news he had had of any mishap to the *San Cheung* was from our representative. He had not heard of it and so far as the Tung Wa authorities were concerned he could say that they had received no communication asking for assistance and concluded that no lives could have been lost. The conclusion was, happily, subsequently borne out.

"HOI TUNG" TO THE RESCUE.

The official report brought to Hongkong of the accident to the *San Cheung* was that made by Capt. Alf. C. Broadbridge of the *s.s. Hoi Tung*, owned by Messrs. Chea Wo & Co. Skipper Broadbridge was piloting his vessel into Hongkong early this morning on a voyage from Kowloon on the West River. At thirty minutes past midnight in a position two miles west of Pillar Point, the fateful scene of the foundering of the *s.s. Ying King* in the memorable typhoon of July, 1908, he observed the *s.s. San Cheung* of the Canton trade aground, and asking for assistance, Captain Broadbridge promptly shaped a course in the direction of the disabled vessel. A brought his own steamer close up to the *San Cheung*. Soon communication was established with Capt. McGinty of the latter vessel from whom he learned of the *San Cheung's* unfortunate plight. Capt. McGinty reported that his steamer's stern tube was damaged, and that she was making a great deal of water, which, at the time of the *Hoi Tung's* arrival, was above the stokehold plates. Capt. McGinty further reported the necessity for beaching the steamer; that he successfully accomplished.

SAVING THE PASSENGERS.

Attention was at once directed to saving the passengers on board the *San Cheung*, all of whom were Chinese. They were all transferred in boats to the *Hoi Tung*, which, having successfully fulfilled her mission, proceeded on her journey, arriving at Hongkong at 3.45 a.m. when information was promptly conveyed to the owners of the *San Cheung* of their vessel's predicament.

A PASSENGER'S NARRATIVE.

From a Chinese passenger on board the rescuing vessel our representative was able to gather a few more particulars, although there was not much to add to the official report chronicled above. Our informant said:—"I was a passenger on board the *Hoi Tung* bound from Kowloon for Hongkong. Shortly after midnight last night when not far from the Brothers I was awakened from my peaceful slumbers by the shrill blasts of a steamer's whistle. I promptly made for the deck and described through the dim lights of a bright night a vessel on the beach apparently in distress. The captain of our steamer turned the *Hoi Tung's* nose towards the disabled vessel and soon we were close up to her. The *Hoi Tung's* bows were quickly lowered and manned and promptly brought alongside the disabled vessel, which was discovered to be the *San Cheung*.

"From inquiries it was learnt that, while on a voyage from Canton to Hongkong, she had the misfortune of breaking her tail shaft and water began to rush into the hold through the stern post. The steamer's pumps were set going, but as their size failed to cope with the volume of water which poured in, Capt. McGinty conceived the idea of beaching his vessel. This he did on the sandy beach of Castle Peak.

"The *San Cheung* signalled for assistance which arrived shortly after midnight with the approach of the *Hoi Tung* which was making for Hongkong harbour. Our boats (look away, you Chinese passengers). Were there any women? Yes; how many, I cannot say, but I heard that any person had been drowned. We arrived in Hongkong a few minutes before four this morning and landed all the *San Cheung's* passengers here."

DEPARTURE OF THE SALVAGE PARTY.

Salvage operations in connection with the unfortunate vessel were entrusted into the capable hands of the firm of marine engineers, Messrs. Carmichael and Clarke. The two resident partners in the firm left for Castle Peak Bay in the forenoon to-day, where Mr. H. F. Carmichael and Mr. T. H. G. Brayfield, who took with them divers and fitters besides a quantity of salvage gear, pumps, etc. They proceeded on board the Hongkong and Whampoa Dock Co.'s launch No. 7. An effort will first be made, after ascertaining the extent of the *San Cheung's* injuries, to plug the hole, when the pumps will be set going to regain the vessel's buoyancy. After being temporarily patched up, the *San Cheung* will be towed to Hongkong for repairs. Very fine weather is favouring the salvage party in their operations.

THE "SAN CHEUNG"

is a wood, twin-screw vessel of 603 tons. She was built in 1903 by the Chinese firm of shipbuilders, Kwan Tak Cheong, at Kowloon, and is owned by the Cheung Cheong & Co., Ltd. Her dimensions are 225 ft. by 32 ft. 6 in. by 12 ft. 6 in. It was a former steamer, and was converted into a passenger vessel by the Cheung Cheong & Co., Ltd. when there was a heavy loss of cargo in the *San Cheung's* last voyage. She was built for the purpose of carrying passengers and cargo, and was converted into a passenger vessel by the Cheung Cheong & Co., Ltd. when there was a heavy loss of cargo in the *San Cheung's* last voyage.

GREEN ISLAND CEMENT CO. LIMITED.

ANNUAL MEETING.

The twentieth ordinary annual meeting of the shareholders in the above Company was held in the Office of the General Manager, St. George's Building, at 11.30 o'clock this forenoon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1908, declaring a dividend and electing a Consulting Committee and Auditors. Mr. Robert Shewan presided and there were present Sir Paul Chater, Dr. J. W. Noble (Consulting), Colmiste, Messrs. J. F. Wright, P. C. Pois, A. G. Gordon, W. A. Dowley, A. Babington, A. Moreno, C. Killick, J. A. Young, Chao Leep Chee and L. F. Campbell (Secretary).

The Secretary read the notice convening the meeting. The Chairman said:—Gentlemen, We have now the pleasure to lay before you our report and accounts for 1908, copies of which are in your hands. We propose after making the usual allowance for depreciation of the Company's plant, machinery and building, etc., and placing the nominal amount of one thousand dollars to reserve fund in accordance with the Articles of Association to pay a final dividend of fifty cents per share, making nine per cent. for the year, and carry forward to new account \$3,756.74. The dividend is \$4,000 less than last year when we paid ten per cent. but our sales are actually only \$20,000 less, the other \$20,000 being absorbed by depreciation. As I anticipated at the last meeting we have done a slightly larger turnover and considerably increased our production, but our sales were not so good in their results for one thing our two large local contracts for the Docks were completed, and thus two good outlets for our cement were closed to us. It is pleasant to be able to say that the engineers and contractors for both these important undertakings were entirely satisfied with Green Island Cement, and have given it the highest testimonials for quality. Last year the work of the factory was hampered and interfered with by strikes of the coolies engaged on the cement kilns. They had become very troublesome, refusing to work when they thought fit, and at other times demanding higher wages. In July this calamity fell in all the men at four kilns leaving, and to strangers to take their place, took us two months. Finally, in November, all the men threatened to strike, upon which we decided to let them all go, and to start afresh with an entirely new set. These new men have, of course, taken six several months and much trouble to educate, but the lesson appears to have had its effect, and we look for peace in future. Our sales were not affected, as we had plenty of stock on hand, but our output was of course reduced by the loss of so much working time.

Our expenditure during the year on Capital Account has been heavy, but no item has been incurred that was not absolutely necessary. At Kowloon the principal expenditure was for re-claiming land for road-drying, for retaining walls necessitated by a land slip, and for a new boiler for the patent dryers. At Hui Ua there was spent \$40,000 of buildings, and about \$50,000 on plant and machinery made up of a variety of items such as conveyors, cement handling plant, clay loading plant, boiler makers' shop, carpenter's shop, new saw mill, coopers, elevator house for cement bins, etc., etc., too numerous to detail, and none item very large in itself. The additional outlay on launches and lighters explains itself. We are doing a large business in the harbour and up the river to Canton and Macao, and more tonnage of this kind was badly wanted. I am glad, however, to say that our heavy expenditure on Capital Account is now drawing to a close. It followed naturally on the expansion of our business, and the extension of the works, but our plans for the additional facilities and accommodation required are now almost complete and all we estimate we have to spend this year is about \$30,000 for a second packing house, about \$10,000 for another boiler, and some \$10,000 on sundry small items. At Deep Water Bay we have added a new cement pipemachine which will turn out pipes of cement concrete, at much less cost than our present glazed pipes, as kilns to burn these pipes are not required. Cement pipes are coming greatly into vogue all over the world, and we believe we shall find a good scale for them once the prejudice in favour of the glazed pipe has been overcome. The result of last year's working of this factory is very unsatisfactory, but is not so discouraging as it appears, as it is in great measure the result of our striking a run of bad clay which rendered the contents of as many as fifteen kilns quite worthless while the wages and expenses of about 3 months were thrown away. At present we are turning out first class pipes, bricks and tiles, the demand for which appears to be increasing, especially from the outposts. In spite, therefore, of the less than ideal result, we have not given up hope of making this department pay its way. I am told that it has been said that we are over-capitalized, but no one who knows anything about cement factories would say this. So far from that being the case the facts are that an equally complete and up-to-date factory could not be installed for what our works and land stand at even if you threw in the land for nothing. The fact is that we appreciate the extent of our installation. It is not by any means the small undertaking it was a few years ago, and I doubt if any single factory in England or the Continent is better equipped or has more modern plant and machinery than we have. The item of stores is about \$100,000. The item of stores is about \$100,000. The item of stores is about \$100,000.

There were no questions. The Chairman moved the adoption of the report and accounts as presented. Dr. J. W. Noble seconded. Carried unanimously. Mr. A. Moreno proposed that Sir Paul Chater, Dr. J. W. Noble and Hon. Mr. W. J. Green be elected as Consulting Committee. Mr. W. A. Dowley seconded. Carried unanimously. Mr. J. F. Wright proposed that Messrs. W. H. Potter and A. O. D. Gordon be re-elected auditors. Agreed. That was all the business.

CANTON DAY BY DAY.

CANTON-HANKOW RAILWAY

[From Our Own Correspondent.]

Canton, 2nd April.

It has been reported from time to time that the railway matters of the Canton-Hankow Railway Company have been thrown into a state of confusion, since the appointment of Taoist Wong Ping Yee as Resident Director-General in Canton by H.E. Chang Chih-tung, Superintendent of the Railway. On account of the appointment of this official, the members of the Board of Directors of the Company found it inexpedient for them to remain any longer in the Company's employ. Dissatisfaction will prevail among the Directors. A NEW CONCERN. Mr. Yung Kwong Chiu has petitioned the Taoist for the Development of Native Industries informing him that it is his intention to float a company with a capital of \$1,000,000 to establish an iron-works in Canton under the style of the Kwangtung Iron-works. He also submitted for his personal a copy of the prospectus drawn up to govern the concern, with the request that he be granted the necessary privileges for the purpose. The Taoist for the Development of Native Industries found the prospectus of the petitioner in order, and has therefore given adequate encouragement to proceed with the work. CANTON TARIFF GENERAL. The newly-appointed Canton Tariff General, Tsung Chi arrived here this morning on board the Chinese steamer *Chung Hing*. The official landed at the Government Wharf, where he was received by H.E. Yung Kwong Chiu, and the two Lieutenants, General Tsung Chi and General Yung Kwong Chiu, General took the 11.30 train for Canton to-day.

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Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

OPIUM DUTY.

TO BE DOUBLED.

[By courtesy of the "Shing Po"]

Peking, 2nd April.

The Ministry of Finance has decided to increase the duty on prepared opium by one hundred per cent. as from the third moon, whether the opium be of foreign cultivation or of home growth.

SHANGHAI-NANKING RAILWAY.

GOODS TRAINS CONTEMPLATED.

[By courtesy of the "Shing Po"]

Peking, 2nd April.

In view of the heavy losses sustained by the Shanghai-Nanking Railway, the Ministry of Posts and Communications has in view the appointment of an official to confer with the authorities in Kansu province with the object of instituting a service of goods-carrying trains.

JAPAN AND CHINA.

FISHING JUNKS IN NEUTRAL WATERS.

[By courtesy of the "Shing Po"]

Peking, 2nd April.

There are over ten thousand Chinese fishing junks between the territorial waters of China and Korea.

An attempt is being made by Japan to exercise her jurisdiction over the fishing fleet.

The Ministry of Foreign Affairs has lodged a strong protest against the action of the Japanese Government.

CANTON-MACAO RAILWAY.

REPORTED CANCELLATION OF AGREEMENT.

[By courtesy of the "Shing Po"]

Peking, 2nd April.

The other day the *Waiwupu* urged the Portuguese Minister in Peking the desirability of cancelling the Canton-Macao Railway Agreement.

It is now reported that the Portuguese Minister is willing to retrocede to China the concession granted to a Sino-Portuguese syndicate.

The *Waiwupu* and the Ministry of Posts and Communications have therefore cancelled the Agreement and contemplate the construction of the line as a purely Chinese undertaking without joint capital from the Portuguese concessionaries.

GAMBLING IN KWANG-TUNG.

APPLICATION FOR ABOLITION.

[By courtesy of the "Shing Po"]

Peking, 2nd April.

The Cantonese holding high official appointments in Peking have submitted a joint representation under the leadership of Tai Hung-chi, president of the Ministry of Justice, urging that all the gambling farms in Kwangtung be abolished.

SHIPPING AND MAILS.

MAILS DUE.

German (*Bayer*) 7th inst.
India (*Nagpur*) 15th inst.
Canadian (*Empress of China*) 16th inst.
The *s.s. Zafra* left Manila on 2nd inst. and is due here on 5th inst. at 6 p.m.
The *N. Y. K. s.s. Tokai Maru*, Bombay Line, left Moji for this port on 2nd inst. and is expected here on 5th inst.
The *N. Y. K. s.s. Atsuta Maru*, Yokohama Line, left Shanghai for this port on 2nd inst. and is expected here on 5th inst.
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Hong Kong, 14 July 1997. 141

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hong Kong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS HONGKONG TO VANCOUVER. 12 DAYS HONGKONG TO VANCOUVER. SAVING 3 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong, St. John and Quebec.

(Subject to alteration.)

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John or Quebec.
"EMPERESS OF JAPAN".....	"EMPERESS OF IRELAND".....
SUNDAY, APRIL 11TH.	FRIDAY, APRIL 9TH.
"EMPERESS OF CHINA".....	"EMPERESS OF IRELAND".....
SUNDAY, MAY 2ND.	FRIDAY, MAY 7TH.
"MONTEAGLE".....	A LAN LINER.....
TUESDAY, MAY 11TH.	FRIDAY, MAY 28TH.
"EMPERESS OF INDIA".....	
SUNDAY, MAY 23RD.	
"EMPERESS OF JAPAN".....	"EMPERESS OF BRITAIN".....
SUNDAY, JUNE 13TH.	FRIDAY, JUNE 18TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are trans-Pacific vessels of 14,500 tons. Speed 20 knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "Oce Class" of 5,000 Passengers (formed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON: Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.....

Via New York.....

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. O. JARDINE & CO., LTD., Agents, 11, Corner Pedder Street and Praya (opposite Black Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For	Steamship	On
SHANGHAI	"HANGSANG"	MONDAY, 3rd April, 4 P.M.
SHANGHAI	"CHUWANG"	THURSDAY, 6th April, 4 P.M.
SHANGHAI	"YUENHANG"	FRIDAY, 9th April, 4 P.M.
MANILA	"YUENHANG"	FRIDAY, 9th April, 4 P.M.
MANILA	"KUTSANG"	TUESDAY, 13th April, 4 P.M.
MANILA	"LUONGSANG"	FRIDAY, 16th April, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	"NAMSANG"	TUESDAY, 20th April, 4 P.M.
S'GAPORE, PENANG & CALCUTTA	"FOKSANG"	MONDAY, 26th April, Noon.

RETURN TOURS TO JAPAN.

Occurring 14 Days.

The steamers "Kutsang," "Namsang" and "Foksang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD., General Managers.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	"ANHUI"	4th April, Daylight.
AMOI & CHINKIANG	"WUHU"	4th April, Daylight.
MANILA	"TEAN"	8th April, 3 P.M.
SHANGHAI	"CHINHUA"	8th April, 4 P.M.
MANILA, ZAMBOANGA and USUAL	"CHANGSHA"	9th April, 4 P.M.
AUSTRALIAN PORTS	"CHANGSHA"	9th April, 4 P.M.
WEIHAIWEI & TIEN TSIEN	"HUICHOW"	10th April, 4 P.M.
SHANGHAI	"CHENAN"	11th April, Daylight.
CEBU & ILOILO	"KAIFONG"	12th April, 4 P.M.
MANILA	"TAMING"	13th April, 3 P.M.
SHANGHAI	"LINAN"	15th April, 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER. Twice Weekly.

S.S. "LINTAN" and S.S. "SANDI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIEN TSIEN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloons.

FAST SCHEDULE TWIN-CREW STEAMERS ("Anhui, Chenan, Linan, Chihnan")

with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloons, leave Hongkong for Shanghai direct every Tuesday and Sunday, taking cargo, or through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai at the French Bund.

Fares including wines—single \$40, return \$70.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36, Hongkong, 3rd April, 1900.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewards carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tonnage	Captain	For	Sailing Dates
"AFIRO"	2540	R. Rodger	MANILA	SATURDAY, 10th April, at Noon.
"RUBI"	2540	R. W. Almond	MANILA	SATURDAY, 17th April, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 3rd April, 1900.

Shipping—Steamers.

SOUTH AMERICAN LINE

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. AMERICA MARU.....	6,000 tons gross.....	Sail April 14th/00.
S.S. HONGKONG MARU.....	6,000 ".....	June/00.
S.S. MANJU MARU.....	5,000 ".....	August/00.
S.S. AMERICA MARU.....	6,000 ".....	October/00.

For particulars, apply to

K. MATSUDA,

Manager,

TOYO KISEN KAISHA, York Building,

Hongkong, 1st April, 1900.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SHANGHAI, MOJI, YOKOHAMA AND KOBE.

THE Steamship

"EASTERN."

Captain McArthur, will be despatched as above on TUESDAY, the 6th April, at 10 A.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 2nd April, 1900.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN."

Captain McArthur, will be despatched as above on WEDNESDAY, the 28th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 2nd April, 1900.

HONGKONG—NEW YORK.



AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

S.S. "INORAMAYO".....

On 25th April, 1900.

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SHEWAN, TOMES & CO., General Agents.

Hongkong, 19th March, 1900.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLE, LONDON AND ANTWERP.

Taking Cargo on through Bills of Lading to all Ports in the United Kingdom and the Continent.

THE Steamship

"GLAMORGANSHIRE"

will be despatched as above on or about the 20th April.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 2nd April, 1900.

STREAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG".....

"KWONG SAI".....

Capt. H. W. WALKER.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unequalled Accommodation for First Class Passengers and are fitted throughout with Electricity, Electric Fans in First Class Cabins.

Passage Fare—Single journey.....\$4.

Meals.....\$1.45 each.

The Company's Ward is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON & CO., LTD.,

SHIU ON & CO., LTD.,

Wharves, 1st and 2nd.

HONGKONG AVERAGE MARKET PRIORS.

Corrected at 11, 200 cts. per 5 Mds.

BUTCHER MEAT.

Corrected at 11, 200 cts. per 5 Mds.

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FRUITS.

Almonds—Hung Yen.....

Apples, (California)—Kam San Ping.....

Ko.....

(Chungpo)—Tin.....

COMMERCIAL.

TO-DAY'S QUOTATIONS	
London-Bank T.T.	108 1/2
Do. demand	108 1/2
Do. 4 months sight	108 1/2
France-Bank T.T.	238
Do. demand	238
Do. 4 months sight	238
Germany-Bank T.T.	100 1/2
Do. demand	100 1/2
Do. 4 months sight	100 1/2
India T.T.	130 1/2
Do. demand	130 1/2
Do. 4 months sight	130 1/2
Shanghai-Bank T.T.	74 1/2
Singapore-Bank T.T. per H.K. \$100	74 1/2
Japan-Bank T.T.	84 1/2
Do. demand	84 1/2
Do. 4 months sight	84 1/2

6 months' sight L/C	108 1/2
30 days' sight San Francisco & New York	43 1/2
4 months' sight	44 1/2
30 days' sight Sydney & Melbourne	9 1/2
4 months' sight France	238 1/2
6 months' sight	238 1/2
4 months' sight Germany	100 1/2
Bar Silver	23 1/2
Bank of England rate	2 1/2
Sovereign	11 3/4

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—
On the 3rd at 7.55 a.m.—The barometer has fallen moderately to considerably at the stations around the Eastern Sea owing to the development of a depression over that area. It will probably move towards N.E.
The depression lying over N. China yesterday has moved away north-eastwards.
Pressure remains high over S.E. Japan.
Light or moderate variable winds may be expected in the Formosa Channel, and the N. part of the China Sea.
Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST DISTRICT.

- 1.—Hongkong and Neighbourhood, Variable winds, light or moderate; fair.
- 2.—Formosa Channel, Variable to N. winds, light or moderate.
- 3.—South coast of China between Hongkong and Loochoo, same as No. 1.
- 4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals	
Foehing, Br. s.s., 1,413, T. Lishman, 2nd April—Chinkiang 16th Mar. and Weihaiwei 28th, Gen. and Coal.—J. M. & Co.	
Hongkong, Fr. s.s., 742, A. Cornelissen, 2nd April—Haiphong and Hoihow 1st April, Gen.—A. R. M.	
Nord, Br. s.s., 1,145, P. von, 2nd April—Laugha and Singapore 24th Mar., Kerosene Oil.—Mr. Geo. McCall.	
Kwangshai, Ch. s.s., 1,536, Wm. H. Lunt, 2nd April—Canton 2nd April, Gen.—C. M. S. N. Co.	
Macao, Br. s.s., 4,276, G. W. Long, 3rd April—Liverpool via Ports 21st Feb., Gen.—B. & S.	
Cheong Shing, Br. s.s., 1,256, W. McClymont, 3rd April—Canton 2nd April, Gen.—J. M. & Co.	
Glenlogan, Br. s.s., 3,908, McGregor, 3rd April—London via Ports 10th Feb., Gen.—McG. Bros. & Co.	
Chihli, Br. s.s., 1,245, J. Warrack, 3rd April—Hoihow 2nd April, Gen.—B. & S.	
Mesopotamia, Br. s.s., 1,334, J. McArthur, 3rd April—Shanghai 31st Mar., Gen.—C. M. S. N. Co.	
Myria, Ger. s.s., 4,300, Koske, 3rd April—Shanghai 31st Mar., Gen.—H. A. L.	

Clearances at the Harbour Office.
Paklat, for Swatow.
Blak Thuan, for Kebab.
Nord, for Ningpo.
Taihai, for Biliton.
Laiyang, for Singapore.
Anhui, for Shanghai.
Korai, for Bangkok.
Changshing, for Swatow.
Anhui, for Hongkong.
Waka, for Amoy.
Bornio, for Kudat.
Amara, for Saigon.
Glenlogan, for Shanghai.
Dalhin, for Swatow.

Departures
April 3.
Dalhin, for Europe.
Wakamatsu, for Wakamatsu.
Banader, for Nagasaki.
Takasaki, for Bombay.
Chikhi, for Bangkok.
Peking, for Canton.
Peking, for Japan.
Taihai, for Biliton.
Taihai, for Macassar.
Laiyang, for Calcutta.
Amara, for Hongkong.
Andromeda, Br. cruiser, for Home.

Passengers arrived.
Pet Macao, from Singapore—200 Chinese.
Pet Chikhi, from Hoihow—Mr. C. R. Harrison.
Pet Myria, from Shanghai—Mr. Müller.

Passengers departed.
Pet Dalhin, for Singapore, &c.—Mr. Twine, Mr. and Mrs. List, Mr. and Mrs. Scholts, Mr. Trevor, Mr. and Mrs. M. B. St. John, Mrs. and Mrs. Dougherty, Mrs. Huston, Messrs. A. B. Skottowe, 1st Sib. Ton, Lai Kwong Sang, Brand, Yoshimura, Capt. Barker, General Dilton, Mr. and Mrs. Taylor, Capt. Vandeleur, Mr. C. Watkins, Mr. and Mrs. Syng, Messrs. Zimmerman, Higgins, H. C. Batticombe, F. G. Heape, Miss Thomas, Messrs. Carr, Harris, A. Mackintosh, D. Reid, Kumar, Kohli, Mr. and Mrs. Gibbons, Mr. Thomas and family, Inspector Cameron and family, Messrs. Shoo, Ng Chin Choo, Cheng Wan, Wong Shin Tong, Master Byland, Miss Reeves, Mr. and Mrs. Boller and child, Messrs. M. Forbes, Brennan, Whitaker, and family, Mrs. Jack, Mr. Wade, Capt. R. G. Raikes, Mr. Daw, Mrs. Vicijs and child.

Shipping Report.
Str. Macao, from Liverpool via ports—Light moonson low weather.

VESSELS IN PORT.

Arrivals	
Amara, Br. s.s., 1,561, M. Lock, 2nd Mar.	
Hongkong, Br. s.s., 1,561, M. Lock, 2nd Mar.	
Amara, Br. s.s., 1,561, M. Lock, 2nd Mar.	
Hongkong, Br. s.s., 1,561, M. Lock, 2nd Mar.	
Amara, Br. s.s., 1,561, M. Lock, 2nd Mar.	
Hongkong, Br. s.s., 1,561, M. Lock, 2nd Mar.	

Blak Thuan, Fr. s.s., 984, Ribault-Lagane, 30th Mar.—Saloon 24th Mar., Paddy and Borneo, Gen. & Co., 24th Mar. 1st Mar.—Sundakar and Mar. Logi—M. & Co.	
Bujun Maru, Jap. s.s., 1,304, F. Fueno, 31st Mar.—Swatow 30th Mar., Gen.—O. S. K. Carl Diederichsen, Ger. s.s., 774, J. Kayser, 31st Mar.—Haiphong and Hoihow 19th Mar., Gen.—J. & Co.	
Chunyang, Br. s.s., 1,413, W. E. Siewer, 2nd April—Sourabaya 21st Mar., Sugar—J. M. & Co.	
Dalhin Maru, Jap. s.s., 890, Y. Kaburaki, 31st Mar.—Swatow 30th Mar., Gen.—O. S. K. Carl Diederichsen, Ger. s.s., 774, J. Kayser, 31st Mar.—Haiphong and Hoihow 19th Mar., Gen.—J. & Co.	
Empress of Japan, Br. s.s., 3,039, H. Pybus, R.M.S., 19th Mar.—Vancouver 24th Feb., and Shanghai 16th Mar., Malls and Sugar—C. P. R. Co.	
Erroll, Br. s.s., 2,389, L. James, 18th Feb.—Bangkok 21st Feb., Ballast—D. & Co., Ltd.	
Glenlogan, Br. s.s., 3,908, H. R. L. Holman, 22nd Mar.—Shanghai 19th Mar., Gen.—C. P. R. Co.	
Gloria, Am. s.s., 140, Reiges, 30th Mar.—Manila 27th Mar., Gen.—Barker & Co.	
Helios, Nor. s.s., 1,225, Andersen, 2nd April—Bangkok 12nd Mar., Rice—Aagaard, Thoren & Co.	
Japan, Br. s.s., 3,806, J. G. Olfen, 2nd April—Calcutta 17th Mar. via Penang and Singapore 28th, Gen.—D. S. & Co., Ltd.	
Laertes, Br. s.s., 1,340, D. O. H. Frampton, 29th Mar.—Saloon 24th Mar., Rice, Meal and Gen.—We Fat Sing.	
Lothian, Br. s.s., 3,122, W. J. Lockhart, 16th Mar.—Singapore 10th Mar., Gen.—D. & Co., Ltd.	
Mandal, Nor. s.s., 1,194, Erickson, 26th Mar.—Singapore 10th Mar., Rice—Aagaard, Thoren & Co.	
Mathilde, Ger. s.s., 831, A. P. Ulderup, 1st April—Haiphong and Hoihow 31st Mar., Rice and Pigs—J. & Co.	
Stettin, Br. s.s., 1,340, C. Sangster, 13th Mar.—Fochow 17th Mar., Kerosene—Mr. Geo. McCall.	
Teon, Br. s.s., 1,346, A. W. Outerbridge, 2nd April—Manila 30th Mar., Sugar, Hemp and Gen.—B. & S.	
Tony Maru, Jap. s.s., 7,265, E. Bent, 23rd Mar.—San Francisco 30th Feb., Honolulu 5th Mar., Yokohama 17th, Kobe 18th, and Nagasaki 20th, Gen.—T. K. K.	
Teinatu, Ger. s.s., 1,002, P. Bücking, 31st Mar.—Bangkok 22nd Mar., Rice—B. & S.	

SAILING VESSELS.	
Lyndhurst, Br. bark, Parnell, 14th Sept.—Bangkok 19th Aug., Case Oil—S. O. Co.	
Steamers Expected.	
Tango Maru, Shanghai, N. Y. K., April 4	
Chihoua, Shanghai, B. & S., April 4	
Tijpanas, Macassar, J. C. L., April 4	
Eastern, Manila, G. L. & Co., April 4	
Changsha, Manila, B. & S., April 5	
Asuta Maru, Shanghai, N. Y. K., April 5	
Yawata Maru, Thursday, N. Y. K., April 5	
Totomi Maru, Moji, N. Y. K., April 5	
Zafiro, Manila, D. S. & Co., April 5	
Arratoon A'car, Moji, D. S. & Co., April 5	
Tjiuwong, Moji, J. C. L., April 6	
Korea, Japan, F. M. Co., April 6	
Buelow, Singapore, G. & Co., April 7	
Namata, Calcutta, J. M. & Co., April 7	
Emp. of China, Vancouver, C. P. R. Co., April 16	
Kagoshima, Bombay, N. Y. K., April 16	

DOCK RETURNS.	
Dilly, at Kowloon Dock	
Shunlee, at Kowloon Dock	
Tarlat, at Kowloon Dock	
Carl Diederichsen, at Kowloon Dock	
Amigo, at Kowloon Dock	
Saicheong, at Kowloon Dock	

Ships Passed The Canal.

12th February—Indrawadi, Tonkin, Hyson.	
16th February—Monmouthshire, India, Samarra, Lihlan, Slam, 19th February—Kangawa Maru, Erskarog, Bino Maru, Frans Talamachut, Ferdinand, Prince Elit, Friedrich, Prinz Ludwig, 23rd February—Atiyana, Kama Maru, Caladonan, Sundz, 26th February—Mancaster Castle, Glenam, Glenam, Halia, Palau, Taka, 2nd March—Benader, Indrawadi, Peking, 5th March—Gobin, Luyun, Hakata Maru, Bonilla, Kawachi Maru, Macao, 9th March—Aragonia, Benworth, China, (Aus.) Bombay Maru, Ernest Simons, Sydney, Nyansa, Tencer, 12th March—Dercation, Para, Polynesian, Persia, Yang Tze, 16th March—Benavon, Glenam, Glenam, Kenna, Silesia, (Ger.) 19th March—Benlarig, Bulow, Glauco, Idonau, Tonkin, Myrindon, Prince Regent, Lullipold, Wakata Maru, Sanuki Maru, 23rd March—Caruwaru, 26th March—Malla, Salaste, Scandia, Kintich, Somali, Pakling, Yunnan, 30th March—Dorff, Berrary, Hyran Maru, 30th March—Canton, Opat, 2nd April—Peking, Agamawon, E. F. Fardis, 5th April—Princess, Prince, Alito, Slavonia, Shrawadi, Suvila, Awi Maru, Moyana, Silesia, (Aus.)	

Arrivals at Home—12th February—Ching.

12th February—Ching, Sado Maru, Moyana, 16th February—Dumbur, Wakata Maru, Silesia, 19th February—Mellam, Tonkin, Dardanus, 23rd February—Benlamont, Silesia, Thesus, Kona, 26th February—Slam, Silesia, 1st March—Nila, 2nd March—Telemachus, Bino Maru, 5th March—Kama Maru, Lilla, Prince Elit, Friedrich, 12th March—Kawachi Maru, Lilla, 16th March—Atiyana, Benilla, Glenam, Palau, Syd ey, Sundz, 19th March—Polynesian, 5th March—Nyansa, 16th March—Prince Regent, Lullipold, Muncaster, Castle, 9th March—Sanuki Maru, Idonau, 2nd April—Belip, Malla, Salaste.	
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Barometer, Temperature, Humidity, Rainfall.

Barometer	30.11	30.01
Temperature	65	60
Humidity	85	80
Rainfall	—	—

TO-MORROW.

St. John's Cathedral.
4th April, Sunday; next before Easter.
Holy Communion 7.30 a.m.
Matins 11 a.m. (Full Choir). Responses: Ferial, Venite, Lete, Psalms of the 4th morning, Benedictus, Best in C. Jubilate, Good song, Anthem: "Behold the Lamb of God." Handel.
Holy Communion 12 noon, Kyrie: Stuart in F. Hymns: 99 and 321.
N.B.—Psalms 119, Verses 1, 12, 13, in union.
20, 21, 5, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

St. Peter's Church.

Queen's Road West.
Sunday Next before Easter.
Morning Prayer 11 a.m. Venite: Leo. Psalms: 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200.

Post Office.

Friday, the 9th, and Monday, the 12th inst., being Public Holidays, the Post Office will be open for one hour only, 10 a.m. to 11 a.m.
All the outgoing mails will be closed at 9 a.m. There will be one delivery and a collection of letters each day as on Sundays. The Money Order Office will be entirely closed on Saturday, the 10th inst.; the Post Office will be open as usual.

Correspondence for Europe, via Siberia.

is forwarded from Hongkong by all vessels sailing for Shanghai.

Appointments (times of closing mails at Shanghai via Delat and Siberia).

9th April	at 10.45 A.M.
10th	at 1.15 P.M.
11th	at 4.45 P.M.
12th	at 8.15 P.M.

A Mail will close for—	
Swatow, Amoy, and Tamsui—Per <i>Dalhin</i> Maru, 4th April, 9 A.M.	
Nagasaki, Kobe, and Yokohama—Per <i>Macao</i> Maru, 4th April, 9 A.M.	
Shanghai—Per <i>Glenlogan</i> , 4th April, 5 P.M.	
Haiphong—Per <i>Thuan</i> , 7th April, 11 A.M.	
Singapore and Colombo—Per <i>Myria</i> , 5th April, 11 A.M.	
Swatow—Per <i>Halmau</i> , 5th April, NOON.	
Shanghai—Per <i>Yatting</i> , 5th April, 3 P.M.	
Shanghai, Yokohama, Kobe and Moji—Per <i>Dalhin</i> Maru, 5th April, 5 P.M.	
Haiphong—Per <i>Hongkong</i> , 6th April, 9 A.M.	
Shanghai, Yokohama, Kobe and Moji—Per <i>Japan</i> , 6th April, 11 A.M.	
Swatow, Amoy and Fochow—Per <i>Haiyang</i> , 6th April, 11 A.M.	
Manila—Per <i>Teon</i> , 6th April, 2 P.M.	
Singapore—Per <i>Playboy</i> , 6th April, 3 P.M.	
Singapore, Penang, and Colombo—Per <i>Atitua</i> Maru, 6th April, 5 P.M.	
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per <i>Tony Maru</i> , 7th April, 10 A.M.	
Kona, etc., India, via Tuticorin—Per <i>Prins Ludwig</i> , 7th April, 11 A.M.	
Swatow, Amoy and Fochow—Per <i>Haitching</i> , 9th April, 11 A.M.	
Manila—Per <i>Yatting</i> , 9th April, 3 P.M.	
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per <i>Changsha</i> , 9th April, 3 P.M.	
Manila—Per <i>Zafiro</i> , 10th April, 9 A.M.	

CHINA COAST METEOROLOGICAL REGISTER.

April 2nd, 1909, a.m.	
Bar. Th. Hn. Wind W.	
Vladivostok	30.15 24 92 N 10
Nemuro	30.35 24 92 N 10
Hakodate	30.25 24 92 N 10
Tokio	30.34 24 92 N 10
Kochi	30.27 24 92 N 10
Nagasaki	30.27 24 92 N 10
Kagoshima	30.27 24 92 N 10
Oshima	30.20 24 92 N 10
Naha	30.17 24 92 N 10
Ishigaki	30.05 24 92 N 10
Bonin	30.16 24 92 N 10
Choshi	30.07 24 92 N 10
Weihaiwei	30.04 24 92 N 10
Shanghai	30.18 24 92 N 10
Kiungshan	30.18 24 92 N 10
Shanghai	30.18 24 92 N 10
Guthrie	30.19 24 92 N 10
Sharp Peak	30.14 24 92 N 10
Amoy	30.05 24 92 N 10
Swatow	30.05 24 92 N 10
Taihou	30.02 24 92 N 10
Falchu	30.03 24 92 N 10
Taiwan	30.02 24 92 N 10
Kashan	30.04 24 92 N 10
Pescadores	30.04 24 92 N 10
Canton	30.07 24 92 N 10
Hongkong	30.11 24 92 N 10
Victoria Peak	30.06 24 92 N 10
Manila	30.11 24 92 N 10

April 3rd, 1909, a.m.	
Vladivostok	30.06 24 92 N 10
Nemuro	30.15 24 92 N 10
Hakodate	30.16 24 92 N 10
Tokio	30.18 24 92 N 10
Kochi	30.13 24 92 N 10
Nagasaki	30.15 24 92 N 10
Kagoshima	30.12 24 92 N 10
Oshima	30.01 24 92 N 10
Naha	29.82 24 92 N 10
Ishigaki	29.85 24 92 N 10
Bonin	30.24 24 92 N 10
Choshi	30.01 24 92 N 10
Weihaiwei	30.05 24 92 N 10
Shanghai	30.14 24 92 N 10
Kiungshan	30.15 24 92 N 10
Shanghai	30.15 24 92 N 10
Guthrie	30.16 24 92 N 10
Sharp Peak	30.06 24 92 N 10
Amoy	30.06 24 92 N 10
Swatow	30.05 24 92 N 10
Taihou	30.05 24 92 N 10
Taiwan	30.05 24 92 N 10
Kashan	30.05 24 92 N 10
Pescadores	30.05 24 92 N 10
Canton	30.05 24 92 N 10
Hongkong	30.05 24 92 N 10
Victoria Peak	30.05 24 92 N 10
Manila	30.05 24 92 N 10

Barometer, Temperature, Humidity, Rainfall.

Barometer	30.11	30.01
Temperature	65	60
Humidity	85	80
Rainfall	—	—

TO-MORROW.

St. John's Cathedral.
4th April, Sunday; next before Easter.
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Holy Communion 12 noon, Kyrie: Stuart in F. Hymns: 99 and 321.
N.B.—Psalms 119, Verses 1, 12, 13, in union.
20, 21, 5, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

St. Peter's Church.

Queen's Road West.
Sunday Next before Easter.
Morning Prayer 11 a.m. Venite: Leo. Psalms: 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 1

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.						
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$14,500,000 \$15,000,000	\$4,006,231	{ Final of 1/2 and bonus of 1/2 for 1908 @ ex 1/8 = \$26.25
National Bank of China, Limited	99,925	£7	£8	{ £4,000 £150,000	\$10,223	\$2 (London 3/6) for 1903
MARINE INSURANCES.						
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$232,757 \$111,000 \$118,000	none	\$14 for 1907
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 150,000 Tls. 303,747 Tls. 118,277 \$1,000,000	Tls. 160,512	Final of 7/16 making 15/- for 1907
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$200,000 \$304,478 \$129,695 \$179,649 \$1,000,000	\$5,506,021	{ Final of 1/2 making 1/2 for 1906 and interim of 1/2 for 1907
Yangtze Insurance Association, Limited	12,000	\$100	\$50	{ \$1,000,000 \$109,032 \$85,157	\$501,761	\$12 and bonus 1/2 for 1906
FIRE INSURANCES.						
China Fire Insurance Company, Limited	10,000	\$100	\$10	{ \$1,000,000 \$118,608 \$13,502	\$375,341	\$6 and bonus 1/2 for 1907
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$1,418,173	\$568,711	\$27 for 1907
SHIPPING.						
China and Manila Steamship Company, Limited	30,000	\$25	\$24	{ \$7,000 \$264,638 \$99,067	\$1,035	\$1 for 1906
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$150,000 \$507,100 \$79,427 \$13,344	Nil.	\$24 for year ending 30.6.1908
Hongkong, Canton & Macao Steamship Co., Ltd.	80,000	\$15	\$15	{ \$150,000 \$507,100 \$79,427 \$13,344	\$20,279	Final of 1/2 making 1/2 for 1908
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	60,000	£5	£5	{ £10,000 £240,000	£13,755	{ 6/- for 1907 on Preference shares only @ ex 1/10 = \$5.15
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 75,000 Tls. 720,000 Tls. 100,000	Tls. 14,510	Final of Tls. 1/2 making Tls. 3/4 for 1908
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ £1,000,000 £5,500	£68,817	Second interim of 1/- for a/c 1908
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$1,000,000 \$5,500	\$98	{ \$1.00 for year ending 30.4.1908
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 481,479 Tls. 44,100 Tls. 8,000 Tls. 7,000	Tls. 2,225	Final of Tls. 1/2 making Tls. 1/2 for 1908
REFINERIES.						
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$150,000 \$56,848	Dr. \$5,658	\$5 for year ending 31.12.08
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$150,000 \$56,848	Dr. \$15,813	Nil.
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 9,873	Tls. 3/- for year ending 31.8.08
MINING.						
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £175,000 £13,289	£11,556	{ Final of 1/2 (coupon No. 11) for year end- ing 31.12.08
Robt Australian Gold Mining Company, Limited	150,000	£1	£1	{ £175,000 £13,289	Dr. £2,191	No. 11 of 1/2 = 48 cents
DOCKS, WHARVES & GODOWNS.						
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	{ \$49,906	Dr. \$7,481	\$1.75 for year ending 31.12.08
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$10	\$10	{ \$50,000 \$26,806 \$24,000	\$10,102	Final of 1/2 making 1/2 for 1907
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$1,000,000 \$91,197	\$387,078	Final of 1/2 making 1/2 for 1908
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 697,157	Tls. 33,742	{ Interim of Tls. 24/- for 6 months ending 31st October, 1908
Shanghai and Hongkong Wharf Company, Limited	35,000	Tls. 100	Tls. 100	{ Tls. 50,000 Tls. 235,000	Tls. 12,818	Final of Tls. 6 making Tls. 10 for 1908
LANDS, HOTELS & BUILDINGS.						
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 \$50,000	Tls. 6,531	Tls. 6 for 1907
Astor House Hotel Company, Limited (Shanghai) ..	30,000	\$25	\$25	{ \$1,000,000 \$1,000,000	Dr. \$1,230	\$24 for year ending 31.10.1908
Central Stores, Limited	50,000	\$15	\$15	{ \$1,000,000 \$548,075	21,411	\$1 on old and 60 cents on first new issue
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$1,000,000 \$1,000,000	\$295	Final of 1/2 making 1/2 for 1908
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$1,000,000 \$1,000,000	\$26,475	Final of 1/2 making 1/2 for 1908
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$1,000,000 \$1,000,000	\$5.86	60 cents for 1908
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$1,000,000 \$1,000,000	\$278	Final of Tls. 3 and bonus of Tls. 2 making Tls. 8 for 1908
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,123,045 Tls. 311,000	Tls. 142,404	Final of 1/2 making 1/2 for 1908
West Point Building Company, Limited	12,500	\$50	\$50	{ \$1,000,000 \$1,000,000	\$1,968	Final of 1/2 making 1/2 for 1908
COTTON MILLS.						
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,939	Tls. 8,820	Tls. 5 for year ended 31.10.1908
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$1,000,000 \$20,000	\$9,553	50 cents for year ending 31.7.08
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000	Tls. 8,372	Tls. 6 for year ended 31.06.08 (8 1/2)
Laon-kang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none	Tls. 4,209	Tls. 4 for 1908
Boy Chee Cotton Spinning Company, Limited	1,000	Tls. 100	Tls. 100	{ Tls. 31,172	Tls. 15,911	Tls. 50 for 1907
MISCELLANEOUS.						
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,500 £25,000	£648	{ 10/- per share for 1907 = \$1.037
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$1,000,000 \$25,000	Nil.	\$1.20 for 1907
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$1,000,000 \$1,000,000	16,138	60 cents for year ended 31.2.08
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,000,000 \$1,000,000	\$3,407	80 cents for 1908
Daly Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$1,000,000 \$8,000	\$48	\$1.50 for year ending 31.7.08
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$1,000,000 \$1,000,000	\$5,078	Interim of 40 cents for account 1908
H. Price & Company, Limited	12,000	\$10	\$10	{ \$1,000,000 \$1,000,000	\$251	75 cents for 9 months ending 31.12.07
Hall & Holt, Limited	21,000	\$20	\$20	{ \$1,000,000 \$1,000,000	\$18,057	\$2 for year ending 31.12.08
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$1,000,000 \$1,000,000	\$9,321	\$1 and bonus 20 cts. for year ending 31.12.08
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$1,000,000 \$1,000,000	\$7,616	Final of 1/2 per share making 1/2 for 1908
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$1,000,000 \$1,000,000	\$8,190	Final of 1/2 per share making 1/2 for 1908
Manschapji Ltd. (Mijn, Bosch en Landbouw- exploitatie in Langkat, Limited)	25,000	Gs. 100	Gs. 100	{ Tls. 1,000,000 Tls. 63,114	Tls. 118,612	{ 1st Quarterly div. of Tls. 12/- for account 1908
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$1,000,000 \$1,000,000	\$7,471	80 cents on fully paid shares and 5 cents on 1st paid shares for year ending 30.4.08
Peak Tramways Company (new)	50,000	\$10	\$10	{ none	18,640	None
Philippine Company, Limited	75,000	\$10	\$10	{ none	Tls. 6,603	Final of Tls. 4 making Tls. 7 1/2 for 1907
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 24,820 Tls. 75,000	Tls. 5,250	Final of Tls. 5 making Tls. 5 for 1908
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 100,000 Tls. 100,000	Tls. 58,223	Final of 1/2 making 1/2 for 1907
Shanghai Waterworks Company, Limited	18,350	£20	£20	{ none	Dr. \$5,632	None
South China Morning Post, Limited	6,000	\$25	\$25	{ none	\$236	40 cents for year ending 31.5.08
Steam Laundry Company, Limited	20,000	\$5	\$5	{ none	Tls. 15,225	Tls. 6 1/2 for year ending 30.4.07
Thos. Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 100,000 Tls. 4,000	Tls. 201	60 cents for year ending 31.12.08
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$1,000,000 \$1,000,000	\$1,250	80 cents on 9,000 ord. shares and \$1.04 on 100 Fords shares for yr. end. 31.5.07
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ \$1,000,000 \$1,000,000	\$1,250	Interim of 30 cents a/c 1908
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$1,000,000 \$1,000,000	\$6,418	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906
William Powell, Limited	15,000	\$7	\$7	{ none	\$3-05	None

* These shares are entitled to half of the profits

Intimation.

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL ₱3,000,000.

"LA FLOR DE LA ISABELA"
High grade cigars manufactured with the most selected leaf grown in the states of the
Company.

SPECIAL BRANDS:

Pigtails, Vagueros Especiales, Regalia A Lopez, Regalia G Pereira,
Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos,
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IN
VARIOUS COLORS.

MOUSQUETEIRE GLOVES

IN
WHITE, BLACK & COLORS.WOOLEN DELAINES, NUNSVEIL-
INGS, VOILES, &c., &c.LADIES' and CHILDREN'S
UNDERCLOTHINGS.Samples on application. Coast
Port orders carefully executed.

Hongkong, 20th September, 1908. 137

D. NOMA,
PROFESSIONAL TATTOOER.THE EXPERT REMOVER OF TATTOO
MARKS.

No. 60 QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then
H. R. H. The Duke of York, and
H. R. H. The Emperor of Russia, and having
4,500 testimonials from all sources.My 34 years' experience in tattooing is a
guarantee of good work and prompt execution.
My colours are absolutely fast and perfectly
harmless, and produce a charming effect on
the skin. No matter what may be the cause for the
removal of a tattoo, its symptoms are not to be
feared. In tattooing unlike some
specimens of engraving, care must be taken to
have the work done in a perfect, high toned
manner. In order to take special precaution
against possible dangers, I use fresh materials
daily.The copying of Portraits with distinct
outline is a specialty.
Hongkong, 1st September, 1908. 136THERAPION MAY NOW ALSO BE OBTAINED
IN DRAGON (TASTELESS) FORM.A BROKEN-DOWN SYSTEM
This is a condition (or disease) which doctors
give many names, but which few of them really
understand. It is simply weakness, a broken-down
system, the result of the vital force that sustains the
body. No matter what may be the cause for the
disease, its symptoms are not to be feared. In
tattooing unlike some specimens of engraving, care
must be taken to have the work done in a perfect,
high toned manner. In order to take special
precaution against possible dangers, I use fresh
materials daily.THE NEW FRENCH REMEDY
THERAPION No. 3This is a condition (or disease) which doctors
give many names, but which few of them really
understand. It is simply weakness, a broken-down
system, the result of the vital force that sustains the
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THERAPION

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AN APPEAL.

THE SUPERIORITY OF THE ITALIAN
CONVENT, QUEEN'S ROAD, HONG KONG
respectively to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desire to state
that the will be pleased to receive orders for
all kinds of NEEDLE WORK.Gentlemen's Shirts made to Order, and Collars
and Cuffs renewed on old ones.Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.The Superiority will also be pleased to receive
orders for any FANCY or OLD ENGLISH or to make
up new orders for the residents of the Coast Ports
who are engaged in the same.

Established since 1880.